



**State
Of Utah**

Occupant Protection for Children Assessment Report

August 14 – 18, 2006

Technical Assessment Team

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ACKNOWLEDGEMENTS

The Occupant Protection for Children (OPC) Technical Assistance Team acknowledges and thanks Commissioner Scott Duncan of the Utah Department of Public Safety, David Beach, Director of the Utah Highway Safety Office (UHSO), and Mark Panos, Deputy Director of UHSO for their support in making this OPC Assessment possible.

The Team extends its appreciation to Kristy Rigby, Occupant Protection Program Manager at the UHSO, and Keri Gibson, Program Manager at the USHO, who were responsible for all of the assessment logistics, briefing materials, identifying presenters, and scheduling their appearances with the Assessment Team.

The Team thanks Nona McGarr, the Administrative Consultant, for her invaluable contributions in managing the production of the report.

In 2004, the Governors Highway Safety Association (GHSA) and the National Highway Traffic Safety Administration (NHTSA) facilitated the development of the OPC Assessment process. Shirley Wise, Regional Program Manager from the NHTSA Rocky Mountain Region Office, initiated Utah's interest in conducting the Assessment. The Team thanks Shirley for her support of this project.

The Team thanks each of the participants in the assessment for their time and energy invested in preparing and delivering presentations or completing written survey forms. Their candor and thoroughness in presenting activities to address occupant protection for children in Utah greatly assisted the Team in conducting the most complete assessment possible.

The Team believes that this report will assist the State in developing a strategic plan to enhance the effectiveness and efficiency of its OPC program to prevent injuries, save lives and reduce economic costs of motor vehicle crashes on Utah's roadways.

The Team wishes to commend the Utah State Highway Safety Office for agreeing to conduct the OPC assessment, and their willingness to make the assessment a meaningful and comprehensive product for use throughout the state. The Team also commends and encourages all who are involved in the day-to-day functions of improving the OPC program in Utah, especially the OPC advocates, educators, technicians and instructors working in their communities to protect Utah's children.

The team acknowledges and extends a special thank you to Alexander (Sandy) Sinclair of NHTSA's Occupant Protection Division for his invaluable assistance during the assessment.

INTRODUCTION

The Governor's Highway Safety Association (GHSA) through a grant from the National Highway Traffic Safety Administration (NHTSA) developed an Occupant Protection for Children (OPC) Assessment for use by state highway safety offices. Because the Assessment is designed to address issues relating to both younger and older children, it is identified as Occupant Protection for Children. The Assessment is designed to help states examine their OPC Program and create a strategic plan for the future.

The OPC Assessment will allow states to comprehensively evaluate all aspects of their OPC program and assist them in determining how to best use limited resources in the most effective and strategic manner. Assessments traditionally utilize multi-disciplinary teams of national experts to assist states in conducting administrative reviews of their programs. To encourage states to use this new tool, the OPC Assessment has been designed in a more flexible manner to address the diverse needs, skills and abilities of the various states.

As part of the OPC Assessment, the GHSA has developed the key elements of a comprehensive OPC program. This project provides states with a decision-making tool in the form of benchmark guidance for each of the key program elements. This guidance is based on an examination of best practices by a panel of experts in the OPC area. As with other traffic safety programs, however, it is understood that due to funding and staff limitations, each state must make its own decision about how to maximize its existing resources.

A. MANAGEMENT AND LEADERSHIP

Guideline: Each state should have centralized OPC program planning, implementation, coordination and monitoring to achieve and sustain a high rate of use and correct use of child restraints.

FINDINGS

- ❑ The State of Utah Occupant Protection Program for Children (OPC), administered through the Utah Highway Safety Office (UHSO) Department of Public Safety, has demonstrated their commitment to improving the quality of their occupant protection program by coordinating and supporting this assessment.
- ❑ The UHSO is seen as a primary resource for materials, information, funding, and program assistance. They were readily identified as a “go-to” source by the presenters.
- ❑ The UHSO uses their child passenger safety instructors to help develop annual occupant protection plans. However, the team saw no evidence of long-range strategic planning regarding occupant protection for children by UHSO involving all major players.

Recommendation: UHSO should conduct long range planning with potential new major players such as the Utah State Office of Education to include programs targeted to children, tweens, and teens. Convene a task force to develop statewide initiatives to address occupant protection for these expanded age groups.

- ❑ The state of Utah is experiencing rapid overall population growth due to a booming economy, an additional influx of both legal and illegal immigrants, new roads and rapid community development. At the same time, the number of highway patrol troopers decreased last year.

Recommendation: When developing the long-range strategic plan, ensure that diverse populations are represented in the planning and that law enforcement staffing is adequate to protect the increased numbers of new Utah residents.

- ❑ The UHSO supports and works in a collaborative partnership with the Safe Kids Utah coalition and chapter network. This is a positive relationship that functions well at the grassroots level.

Recommendation: Continue to support and involve the Safe Kids network in future programming.

- ❑ The State Department of Health and the UHSO have common goals to address motor vehicle injury prevention for children. A strong relationship exists between these two agencies and the 12 local health departments. The UHSO provides the funding and the State Health

Department provides the mechanism and some additional funding to the local health departments for the delivery of services.

Recommendation: Continue funding the UHSO/Health Department partnership while seeking new partners and new funding to increase programming.

- ❑ While the UHSO maintains a Law Enforcement Liaison (LEL) program, the limited number of law enforcement presenters expressed little or no knowledge of it. One of the presenters was an LEL and although he reported doing many community programs and Public Information and Education (PI&E) activities, he does not appear to be doing traditional LEL duties such as contacting local police departments to promote occupant protection enforcement strategies.

Recommendation: Review the LEL job descriptions and program tasks to better define the LEL responsibilities and desired outcomes. Based on several presenters' comments, it appears to the team that the reluctance of local law enforcement to enforce occupant restraint laws warrants additional attention by the LEL program.

- ❑ While Utah has a high safety belt use rate (86.9%) for a state with a secondary safety belt enforcement provision, several presenters expressed concern that the most recent observational survey did not reflect an accurate picture of rural safety belt use.

Presenters said that rural drivers and passengers are part-time users of safety belts, using them primarily on the interstate. It was estimated by some of the presenters that significantly fewer occupants use restraints consistently on rural roads for both adults and children.

Recommendation: Consider augmenting current surveys with additional rural surveys every two years to determine the difference between safety belt use in urban and rural communities. Allocate additional resources as needed to rural communities. Share findings with traffic safety partners.

- ❑ Law enforcement leadership redefined the term “zero tolerance” because officers expressed concern about having to write tickets to friends and neighbors. The term zero tolerance now means that vehicles with unbelted occupants are stopped, but the decision to write a citation is left to the officer's discretion.

Recommendation: Reinstate a true zero-tolerance policy for safety belt and child restraint violations. Train and equip line officers with the appropriate responses that will help them overcome their discomfort when having to cite friends and neighbors when they see children riding in violation of state law.

- ❑ The UHSO created a new position, Traffic Records Manager, to develop a centralized data collection and management system. In a relatively short period of time an Executive Board made up of high level agency leaders and a subsequent Technical Board have been assembled to address this task. The goal is to provide more timely, accurate, complete, integrated, uniform, and accessible data to the traffic safety community for strategic planning

and program evaluation throughout the state. The development of this enhanced comprehensive traffic records system is viewed as a positive move that may position the state for future federal funding.

- ❑ The Coalition for Utah Traffic Safety (CUTS) serves as a forum for advancing the field of traffic safety and enables proactive planning and legislative advocacy. This multi-disciplinary coalition is made up of highway safety leaders and has a long history of advocating for legislation and programming to protect children.
- ❑ AAA of Utah plays a legislative advocacy role in the state and conducts multi-faceted traffic safety programs that include child restraint checkpoints, school programs and adult occupant protection.
- ❑ Utah features innovative programs, annual technician training, numerous activities, and locally produced educational materials especially targeted to children through booster age. However, there appear to be few statewide opportunities, especially for non-technicians, to interact, network and share ideas for successful programs and activities to increase occupant protection for children.

Recommendation: Conduct an annual conference or summit (or expand the existing technician conference) to provide a communication forum between all interested parties (law enforcement, school personnel, health and medical professionals, school transportation, child care providers, Head Start, etc.). New communication opportunities could include periodic conference calls or online forums.

B. DATA

Guideline: Each State should collect key data elements in order to enable the accurate measurement of the OPC program's progress.

FINDINGS

- ❑ It appears that the State of Utah has an excellent motor vehicle crash (MVC) data collection system including a relatively low threshold for requirements to report crashes.
- ❑ Safety belt use surveys are performed yearly by the UHSO using off-duty highway patrol officers and health educators as data collectors. While the state surveys have been approved by NHTSA, the use of program partners as data collectors could be perceived as a conflict of interest and a source of bias.

Recommendation: Consider using an independent contractor to gather data to provide additional credibility to the survey results.

- ❑ A rural safety belt survey was conducted in December 2003, reflecting a usage rate of 57.9%. A similar survey is planned for 2007.

Recommendation: Consider augmenting current surveys with additional rural surveys every two years until the difference between safety belt use in urban and rural communities is more similar.

- ❑ The UHSO has been conducting child restraint (CR) observational surveys since 1984. Current methodology used for these surveys mirrors the safety belt survey guidelines but attempts to collect data for all seating positions.

Recommendation: Continue to collect CR observational survey data at least every other year. Explore alternate methodologies that would enable even more accurate findings by collecting data for stopped vehicles where observers are better able to determine the type of restraint used by child occupants.

- ❑ The team heard about different data sources (IBIS, CODES, and the Child Death Review Committee) that can be used for problem identification, program and legislative development, and evaluation.

Recommendation: Determine the value of using and promoting this data when developing the strategic plan and legislative initiatives.

- ❑ UHSO collects citation data for safety belt and child passenger safety citations issued by all participating law enforcement agencies during their enforcement waves. However, data other than that collected by Highway Patrol is not available throughout the year.

Recommendation: Develop and implement a centralized citation data collection and management system.

- ❑ UHSO makes use of fatality and injury data from crash reports in developing their annual Highway Safety Plans (HSPs) and conducting program evaluations. Not all states consider injury data but focus on fatalities only and use raw numbers rather than computing rates. The team commends the UHSO for making appropriate use of fatality and injury rates in their analyses.

C. EVALUATION

Guideline: Evaluation is important for determining progress, gauging program effectiveness, and comparing results to those of other similar jurisdictions. Information obtained from program evaluation should be used to assist with identifying new program strategies and making resource allocation decisions.

FINDINGS

- ❑ UHSO has demonstrated their commitment to improving the quality of their occupant protection for children program (OPC) by coordinating and supporting this assessment.
- ❑ Historical data exists in motor vehicle crash data to identify trends such as the number and rates of injuries and fatalities to children. This information is used in program evaluation.
- ❑ UHSO has conducted child restraint (CR) observational surveys and plans to conduct additional surveys to evaluate their OPC program. Current methodology used for these surveys mirrors the safety belt survey guidelines and attempts to collect data for all seating positions.

Recommendation: Continue to collect CR observational survey data at least every other year, but expand to include rural counties with lower safety belt use. Consider using alternate methodologies that would enable even more accurate findings by collecting data for stopped vehicles where observers are better able to determine the type of restraint used by child occupants.

- ❑ It was not clear that UHSO requires grantees to include an outcome evaluation component in the development of goals, objectives, milestones, and deliverables. The Team saw evidence of local program evaluation that appeared to be self-generated.

Recommendation: If they are not already doing so, the UHSO should require an evaluation component in every grant application.

D. TRAINING

Guideline: Each State should assure that it is providing adequate and accurate training to the professionals who deliver and enforce the occupant protection program to parents and caregivers.

FINDINGS

- ❑ The state of Utah currently has eight certified child passenger safety (CPS) instructors and 284 certified CPS technicians who were trained using the NHTSA standardized course. The Utah Highway Safety Office (UHSO) intends to hold three or four technician classes per year. One of those classes may be dedicated to teaching the special needs technician course.
- ❑ The UHSO training coordinator serves as the state CPS training contact. All courses are organized through this coordinator and students must register for classes through the training coordinator. UHSO routinely pays the fee for law enforcement officers to attend the class and on occasion will pay the fee for others as needed. Most classes are conducted in Salt Lake City, although at least one class per year is held in another location.
- ❑ The instructor team comprises the Utah OPC Board that organizes special OPC-related activities and trainings. They meet quarterly to plan and assess programs. It appears that the instructors are a cohesive, effective and enthusiastic team.

Recommendation: We have previously suggested that the State of Utah convene an annual safety conference or summit to bring together all parties who share an interest in OPC. This presents an opportunity for the CPS instructor team to develop a technical track to update technician skills, identify new potential CPS instructors and invite new members from outside the technician community to learn more about transporting child occupants safely.

- ❑ The UHSO has organized and held a training conference for technicians and instructors for the past two years. In 2006, a total of 117 of the 284 technicians attended.
- ❑ In May 2006 UHSO sponsored a Spanish-language technician course for 16 Latino community residents.
- ❑ In the past UHSO has delivered awareness trainings using Operation Kids and other NHTSA short courses.

Recommendation: Continue to provide awareness courses as a part of the state's overall OPC training program, as long as they are shown to be beneficial.

- ❑ The State Office of Education provides 46-hour classroom and behind the wheel training for its bus drivers and requires 30 hours of training for re-certification every five years.

Recommendation: A pre-school age specific training component should be added to the existing curriculum. The Office of Education expressed interest in using a pre-school age specific component, but has no plans to develop one on their own at this time.

E. CHILD RESTRAINT INSPECTION AND DISTRIBUTION PROGRAM

Guideline: Each State should promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics which meet minimum quality criteria.

FINDINGS

- ❑ The Utah Highway Safety Office (UHSO), along with partnering agencies, statewide distributes an average of 4,750 child restraints to needy families each year. Seats are distributed through 26 permanent fitting stations, car seat checkpoints and community classes offered by local health departments, law enforcement agencies and private organizations.

The team heard from many presenters that education is required for the receipt or inspection of a child restraint at each fitting station or checkpoint event. This follows the best practice guidelines.

- ❑ Seats are provided at reduced cost to low-income families. Although no child would be denied a child restraint due to lack of funds by the family, it is national best practice to accept donations for seats. This way, the family has made an investment for their child's safety. It also provides funds for local programs to purchase more seats to help more families. The team sees this as a positive that is consistent throughout most, if not all, fitting stations and checkpoints throughout the state.

Recommendation: Continue the good work. Routinely evaluate fitting stations and distribution programs based on a needs assessment to ensure adequate coverage throughout the state. Include in the needs assessment multi-cultural considerations such as donations for child restraints, languages, checkpoint locations and other cultural needs for the community served.

- ❑ The state has made great strides in establishing fitting stations and other services in both urban and rural areas, staffed by nationally certified child passenger safety technicians to provide hands-on education to parents on a daily basis. UHSO estimates that 8,500 child seats are inspected at the fitting stations each year. Most programs that the team heard from require a donation for all child restraints distributed through their programs.
- ❑ The team was provided a list of 26 fitting stations located strategically throughout the state, but saw no evidence that they met minimum quality criteria to be recognized as fitting stations by the National Highway Traffic Safety Administration (NHTSA).

Recommendation: Ensure that all fitting stations meet minimum quality criteria established by NHTSA. Publish the list of acceptable fitting stations for public use.

- ❑ Primary Children's Medical Center (PCMC) operates a special needs loaner program that allows them to provide the very costly special restraints needed for children who cannot use

conventional child restraints. The UHSO provides funds to train technicians and hospital staff, as well as funds to purchase a variety of child restraints and materials. It is an overwhelming task for the PCMC program, primarily one individual, to provide these services for the entire state of Utah and five surrounding states that utilize PCMC facilities.

Recommendation: The special needs program at PCMC is a valuable resource to the state and should continue. UHSO and PCMC should collaborate in planning and coordinate efforts to expand special needs training, equipment, and services to the hospitals within Utah where children with special healthcare needs receive care. These additional services could include a toll free number answered by a specialist trained to provide information and referral relative to transportation for children with special healthcare needs to parents, healthcare professionals, and transportation providers.

Special needs training classes should continue to replicate the PCMC model at selected hospitals strategically located throughout the state. In this way, the services are decentralized and do not place an overwhelming burden on one organization.

F. LEGISLATION/REGULATION/POLICY

Guideline: Each State should enact and enforce strong occupant protection laws and policies for children and provide clear guidance to hospitals, pre-schools and day care providers on the safe transportation of children.

FINDINGS

- ❑ Utah has an occupant restraint law that is primary through age 18, and secondary thereafter. Utah sports a healthy safety belt use rate of 86.9% despite having a secondary law provision.
- ❑ A freshman legislator who is a certified child passenger safety technician and career child advocate is planning to introduce booster seat legislation in 2007.
- ❑ There is a 45-day citizen based legislative session each year. This short session can make it difficult for occupant protection legislation to pass. The booster seat bill passed the House in the 2006 legislative session, however it did not make it through the Senate in time to become law.

Recommendation: Ensure that adequate strategic planning occurs in preparation for the 2007 legislative session. To heighten OPC awareness, encourage grantees and partners to invite legislators, public policymakers and other elected officials to attend all future OPC activities in their districts/communities - especially those conducted between now and the legislative session in mid-January 2007.

- ❑ Numerous presenters mentioned that Utah supports a child-friendly legislative agenda.
- ❑ A presenter stated that if a state employee is asked by a legislator to serve as an expert witness for legislation, he or she may legally do so.
- ❑ Federal government incentives for booster seat and primary safety belt laws are available, but appear not to have influenced legislators.
- ❑ Current occupant restraint laws are not easily interpreted because of confusing language.

Recommendation: Develop and provide a clear and concise summary of the current OP law for the general public. Develop a second, more detailed explanation of the law for law enforcement officers.

- ❑ Significant limitations and exemptions to the law exists such as:
 - Child restraints are only required for children less than age five.
 - There is no back seat requirement for children.
 - The number of occupants can exceed the number of safety belts in the vehicle.

- If all available safety belts are occupied, occupants may ride unrestrained or in the cargo areas.
- Officers may only issue one occupant restraint violation per vehicle per instance.
- Secondary enforcement provision for occupants ages 19 and older.

Recommendation: Upgrade the current OP law to reflect best practice recommendations:

- Require child restraints for children to at least age eight or 57 inches tall.
 - Require children under age 13 to ride restrained in a back seat, if available.
 - Limit the number of occupants to the number of safety belts in the vehicle.
 - Prohibit passengers from riding in cargo areas unrestrained.
 - Permit officers to issue citations for multiple occupant restraint violations in a vehicle.
 - Pass a primary enforcement provision for occupants ages 19 and older.
- ❑ The penalty for occupant restraint violations is \$45 plus court costs, but no driver's license or insurance points are assessed.

Recommendation: In order to reach the hardcore, high-risk nonuser and part-time user, consider strengthening sanctions to include driver's license and/or insurance points.

- ❑ The transportation policy for Head Start programs is federally regulated and requires children less than 50 lbs to be transported in child restraints and on a school bus. Evidence presented by one Head Start program indicated that they were in compliance with these regulations.

Recommendation: Collect information to ensure that all Head Start programs are in compliance with federal regulations.

- ❑ The state operates above the industry standard training for public school bus drivers in addition to their required commercial drivers license (CDL). Not all drivers, such as Head Start, private and charter school drivers for example, are required to have additional training above the minimum CDL.

Recommendation: Develop a partnership between the Drivers License Division and the Utah State Office of Education to require additional certification and re-certification training issued from the Office of Education for all school bus drivers prior to the issuance of a Utah school bus driver's license.

- ❑ We were unable to determine if the bus drivers who transport preschool children had received adequate training in that area. We also do not know if preschool age children are transported in accordance with National Highway Traffic Safety Administration (NHTSA) guidelines.

Recommendation: Review current policies, training curriculum and procedures to ensure that NHTSA guidelines are followed for transporting preschool children.

- ❑ Head Start family advocates were identified as potential sources of information for families, but it was unclear if any standardized child passenger safety policy or training was available to them.

Recommendation: Collaborate with Head Start administration to include a transportation-training track during Head Start annual meetings. Standardize child passenger safety policies and training for Head Start family advocates.

- ❑ The team received no information about transportation policies for children in childcare, outside of Head Start. Therefore we are unable to determine whether safe transportation is available to all Utah children currently served in childcare.

Recommendation: Review current policies, training curriculum and procedures to ensure that NHTSA guidelines are followed for transporting children in childcare.

G. LAW ENFORCEMENT

Guideline: Each State should have a strong law enforcement program including vigorous enforcement of the OPC laws, assurance that officers are appropriately trained and periodic outreach by OPC advocates to the enforcement community to ensure they are updated and aware of any changes in the law.

FINDINGS

- ❑ There appears to be good collaboration among local law enforcement agencies and highway patrol. Furthermore, many individual departments and officers are active volunteers and participants with local injury prevention coalitions.
- ❑ The Highway Patrol has 14 field divisions with a Public Information and Education (PI&E) Lieutenant in each division. About one third of the PI&E officers are Child Passenger Safety (CPS) technicians.
- ❑ The team heard from many presenters that occupant restraint law enforcement was lacking because occupant restraint is not a priority for police officers, and is not considered “real” police work.
- ❑ The team heard from multiple presenters that many officers do not fully understand the occupant protection law, especially the child restraint component.
- ❑ Many officers are unable to discern child restraint (CR) misuse from correct use, a component of the law.
- ❑ The team heard that many officers do not want to write citations for occupant restraint violations to friends and neighbors.

Recommendation: Include an occupant protection component in the training regimen for new police officers and in-service training for existing officers to fully emphasize occupant protection laws and the information needed to do roadside education during a traffic stop. As part of this training for both new and existing officers, provide communication tools to equip them to overcome their discomfort in confronting friends and neighbors with law violations relative to their children’s safety.

- ❑ Utah is an active participant in the Click It or Ticket campaign but the team saw little evidence of consistent sustained enforcement beyond scheduled waves and accompanying overtime.
- ❑ Highway Patrol PI&E officers conduct many interventions with schools. They plan to adopt high schools throughout the state to establish safety belt challenges among schools.

Recommendation: Evaluate interventions conducted at schools and community events to determine program effectiveness.

- ❑ The team heard from presenters that officer injury prevention activities are often reactive as opposed to being proactive. They receive multiple requests for activities but they have not been able to properly plan prevention activities due to staffing limitations.
- ❑ While the Utah Highway Safety Office (UHSO) has a Law Enforcement Liaison (LEL) program, the limited number of law enforcement presenters expressed little or no knowledge of it.

Recommendation: The LEL officers should develop a schedule for contacting local law enforcement agencies on a regular basis. Use the LEL program to promote local participation of safety belt enforcement mobilizations, zero tolerance for occupant restraint violations, and to work toward sustained enforcement beyond scheduled waves and reliance on overtime.

H. PUBLIC INFORMATION AND EDUCATION

Guideline: The State should enlist the support of a variety of media to improve public awareness and knowledge about OPC laws and the use of child restraints. The program must be designed to reach under-represented and under-served groups including the provision of accurate information for assisting children with special needs.

FINDINGS

- ❑ The Utah Highway Safety Office (UHSO) collaborates with the Department of Public Safety Public Information Office to write news releases related to occupant protection.
- ❑ Many partners of the UHSO develop material specific to their programs and the services they provide. The UHSO also produces materials in-house. The team saw no evidence that these materials are evaluated (peer reviewed) to determine their effectiveness.

Recommendation: The UHSO should establish a policy that any materials produced using UHSO funds must be submitted for review to determine:

- Whether the item is needed
 - Technical accuracy
 - Cultural competence
 - Literacy level is acceptable for the audience.
- ❑ The Utah Safety Council serves as a clearinghouse for materials provided to the general public, pediatricians, health departments and others. The services are grant funded through UHSO and there is no charge for these materials.
- ❑ The state has a citizen reporting program named *Buckle-Up for Love* coordinated by the Utah Safety Council that provides information to approximately 1500 Utah residents per year who were identified through their license plates as having transported an unrestrained child.
- ❑ Several presenters and programs that sent in written reports stated there are not enough Spanish language materials available. In our interviews the team found that there are other cultures relocating in large numbers to the state of Utah.

Recommendation: The USHO or its designee(s) should work with culturally competent contractors to develop materials in languages other than English. These materials should be developed in cooperation with members of the target communities and the UHSO representatives.

- ❑ While there are a few activities and materials focused on high school students, the team did not see any materials focused on “tween” (ages 9 to 14) occupant safety. In addition, some presenters expressed a reluctance to work with tweens.

Recommendation: The USHO or its designee(s) should work with culturally competent contractors to research, develop, test, disseminate and evaluate materials effective for tweens, teens, and their parents. This may encourage local groups to conduct tween program development.

- ❑ There is no stand-alone, centralized, easy to navigate and remember occupant protection website to serve as a centralized source for Utah-specific information.

Recommendation: Make it a priority to develop a stand-alone, centralized, easy to navigate and remember occupant protection website to serve as a centralized source for Utah-specific information.

- ❑ There is no statewide toll-free telephone number available to the general public to obtain occupant protection information and referrals or for programs to obtain materials and technical assistance. This line should be answered by trained staff rather than by an answering machine during normal business hours.

Recommendation: Utah should establish a statewide toll-free telephone number, advertised to the public and to the state injury prevention network to access resources.

I. COMMUNITY PROGRAMS

Guideline: Each State should assure that OPC programs at the local level are periodically assessed and that the programs are designed to meet the unique demographic needs of their community.

FINDINGS

- ❑ There is a wealth of Occupant Protection for Children (OPC) community programs located throughout the state that are staffed by competent and dedicated child advocates. Included in these programs are 13 Safe Community projects funded through the UHSO.
- ❑ There are numerous Safe Kids programs in the state of Utah that work in a collaborative effort with the UHSO to conduct local injury prevention programs for children. This includes a statewide coalition led by the State Health Department, three local coalitions and 11 local chapters. Safe Kids coalitions in Utah have two specialized Safe Kids Buckle Up vans.
- ❑ All Safe Kids coalitions complete an annual community needs assessment to identify where their limited resources are expended. One of the local Safe Kids coalitions used their annual needs assessment to develop the creative targeted program.

Recommendation: The needs assessment tool should be made available to community organizations seeking to develop effective and needed injury prevention programs.

- ❑ There are several examples of hospital-based OPC programs, which serve urban, rural and underserved populations. Primary Children's Medical Center stands out as an exemplary hospital-based program. They have 12 CPS technicians on staff at the hospital. Their telephone number (801-588-CARS) is widely used and distributed. All new employees attend an orientation for one hour focused on OPC. As mentioned in the Training section of this report, Primary Children's takes a leadership position in the area of special needs transportation for children.
- ❑ There are 12 local health departments in Utah that operate as primary injury prevention programs in their respective areas, in cooperation with the Utah Highway Safety Office (UHSO) and the State Department of Health. From the team's perspective this is a unique and successful partnership. It appears that there is good communication among these partners. The UHSO provides the funding and the State Health Department provides the mechanism, and some additional funding to the local health departments, for the delivery of services.

Recommendation: Continue funding the UHSO/Health Department partnership while continuing to seek new funding to increase programming or offset potential funding losses.

- ❑ There are 15 Head Start programs in the state including Early Head Start, Migrant Head Start, Children With Special Health Care Needs Head Start, University Head Start, Ute Indian tribe Head Start, and Navajo Nation Head Start.

Recommendation: Explore using these Head Start programs to deliver OP information and education to these populations.

- ❑ The Latino Community Information and Education Center provides weekly Spanish language television and radio announcements, Spanish community education fairs, a hotline, and annual community safety conference.

Recommendation: Welcome and integrate these types of services and organizations into existing networks of injury prevention partnerships. UHSO should try to identify similar organizations in immigrant and other diverse communities to bring them into the injury prevention network.

ASSESSMENT AGENDA
Utah Occupant Protection for Children Assessment
August 14-18, 2006

MONDAY, AUGUST 14, 2006

1:00 – 2:30 Informal Meeting / Luncheon
 Banquet Room (High Rock Steakhouse in Radisson Hotel Lobby / billed to UHSO)

Utah Highway Safety Office Grant Management Process

2:30 – 3:00 Overview of Highway Safety Program
 David A. Beach, Director – Highway Safety Office (SLC)
 Mark Panos, Deputy Director - Highway Safety Office (SLC)

3:00 – 3:30 Overview of OPC Grant Management Process
 Kristy Rigby, OPP Program Manager - Highway Safety Office (SLC)

3:30 – 4:00 Rhonda Parker, Training Coordinator – Highway Safety Office (SLC)

4:00 – 5:00 Final Assessment Preparations

TUESDAY, AUGUST 15, 2006

8:00 – 8:20 Welcome & Introductions, David A. Beach, Director - Highway Safety Office

Legislation, Regulation and Policy

8:20 – 8:40 Pupil Transportation
 Murrell Martin, Education Specialist – Utah State Office of Education (SLC)

8:40 – 9:00 Current and Future OPP Legislation
 Rep. Tim Cosgrove, House of Representatives (Murray)

9:00 – 9:20 OPEN

9:20 – 9:40 Policies on Transporting Children with Special Needs and Those in Day Care
 Susan Findlay, Transportation Director – Bear River Head Start (Logan)

9:40 – 10:00 Cami McArthur, Project Coordinator – Bear River Head Start (Logan)

10:00 – 10:20 Break (Snacks & Beverages Provided)

10:20 – 10:40 Questions from the Panel

Law Enforcement

10:40 – 11:00 Commissioner Scott Duncan, UDPS/ Highway Patrol (SLC)

11:00 – 11:20 Sgt. Blaine Robbins & Trooper Randy Akers, Public Information & Education Program – Utah Highway Patrol (SLC)

11:20 – 11:40 Officer Brett Winkelman – Farmington Police Department (Farmington)

Public Information & Education

11:40 - Noon Gary Mower, UDOH

Noon - 1:00 Lunch (Served in Maple Meeting Room / billed to UHSO)

1:00 – 1:20 Questions from Panel

Data and Evaluation

1:20 – 1:40 Amy Lightfoot, Research Analyst – Highway Safety Office (SLC)

1:40 – 2:00 Questions from Panel

Public Information & Education (continued)

2:00 – 2:20 Kathy Chambers, Director of Injury Prevention – Salt Lake Valley Health Dept. (SLC)

2:20 – 2:40 Kiko Cornejo, Director – Utah Latino Community Information Center (SLC)

2:40 – 3:00 Jeri Boren, Health Educator – Davis County Health Department (Farmington)

3:00 – 3:20 Break (Snacks & Beverages Provided)

3:20 – 3:40 Bob Parenti, Director – Utah Safety Council (SLC)

Legislation, Regulation and Policy (continued)

3:40 – 4:00 Utah's Legislative Activities Affecting the State's OPP Laws
Rolayne Fairclough, Public Affairs/Legislative Analyst – AAA of Utah (SLC)

Public Information & Education (continued)

4:00 – 4:20 Janet Brooks, Child Advocacy Manager – Primary Children's Medical Center (SLC)

4:20 – 4:40 Questions from Panel

4:40 – 5:00 Wrap-Up

WEDNESDAY, AUGUST 16, 2006

Occupant Protection for Children

8:00 – 8:20 Tom Metcalf, Pediatrician – Willowcreek Pediatrics (SLC)

- 8:20 – 8:50 Georgina Nowak, Health Educator – Southeastern Utah Health Department (Price)
- 8:50 – 9:20 Panel: Local Health Departments (Urban)
Jann Fawcett, Health Educator – Weber/Morgan Health Department (Ogden)
Bonnie Hargreaves, Health Educator – Utah County Health Department (Provo)
- 9:20 – 9:50 Panel: Local Health Departments (Rural)
Farrin Weise, Health Educator – Bear River Health Department (Logan)
Toni Bolton, Health Educator – Tri-County Health Department (Vernal)
Geri Essen, Health Educator – Summit County Health Department (Park City)
- 9:50 – 10:10 Break (Snacks & Beverages Provided)
- 10:10 – 10:30 Terry Smith, Health Educator – Central Utah Health Department (Richfield)
- 10:30 – 10:40 Questions from Panel

Outreach Program

- 10:40 – 11:00 Sharon Hines-Stringer, Safe Kids Utah Coordinator – Utah Department of Health (SLC)
- 11:00 – 11:20 Luz Robles, Director – Office of Ethnic Affairs (SLC)
- 11:20 – 11:40 Julie Sprague, Nurse Administrator – Castlevue Hospital (Price)
- 11:40 – Noon Deputy Martin Wilson - Emery County Sheriff's Office/Safe Kids (Castle Dale)
- Noon – 12:30 Questions from Panel
- 12:30 – 1:30 Lunch
- 1:30 – 5:00 Begin Team Members Meeting – Development of 2006 Utah OPC Assessment
- 6:30 Dinner in High Rock Steak House Banquet Room for Team / NHTSA (billed to UHSO)

THURSDAY, AUGUST 17, 2006

- 8:00 – Noon Continue with Team Members Meeting – Development of 2006 Utah OPC Assessment
- 10:00 Break (Snacks & Beverages Provided)
- Noon Lunch (Enjoy Lunch Out)
- 3:00 Break (Snacks & Beverages Provided)
- 1:00 – 5:00 Continue with Team Members Meeting – Complete Final Editing of Assessment

FRIDAY, AUGUST 18, 2006

- 8:30 – Noon Assessment Team Report Out and Informal Strategic Planning Session

10:00	Break (Snacks & Beverages Provided)
Noon	Adjourn

OPC ASSESSMENT TEAM CREDENTIALS

WILLIAM L. HALL

University of North Carolina
Highway Safety Research Center
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EDUCATION: B.A. Sociology and Psychology, Catawba College, May 1975
M.A. Sociology, Duke University, December 1977

PROFESSIONAL EXPERIENCE:

1974 - 1975	Teaching Assistant, Department of Sociology, Catawba College
1975 - 1977	Research Assistant, Department of Sociology, Duke University
1977 - 1991	Research Associate, Highway Safety Research Center, University of North Carolina at Chapel Hill
1991 - 2002	Staff Associate, Highway Safety Research Center, University of North Carolina at Chapel Hill
2002 - Present	Manager, Occupant Restraint Program, Highway Safety Research Center, University of North Carolina at Chapel Hill

PROFESSIONAL SOCIETIES AND COMMITTEES

2002 - Present	Executive Committee, North Carolina Child Passenger Safety Training Committee
2005 - Present	Friend, Occupant Protection Committee (ANB45)
2006	Member, Transportation Research Board Transportation Safety Management Committee: School Transportation Subcommittee ANB10(6)
2004 - 2005	Member, Safe Kids/NHTSA State Child Passenger Safety (CPS) Task Force
1999 - 2001	Member, National Child Passenger Safety Board
1996	Member, Advisory Committee to the National Safe Kids Campaign to develop a national strategy/campaign related to child passenger safety

STATE ASSESSMENT EXPERIENCE:

- Occupant Protection for Children: State of Pennsylvania; May, 2005
- Occupant Protection for Children: State of Montana; September, 2005

- Occupant Protection for Children: State of Michigan; June, 2005
- Occupant Protection: State of Virginia; 1991
- Motor Vehicle Related Crash And Injury Databases: North Carolina; 1991

CURRENT AND RECENT DUTIES AND POSITIONS:

- Responsible for the management of the UNC Highway Safety Research Center (HSRC) Occupant Protection Program area.
- Direct project to establish and manage the NC Child Passenger Safety Resource Center established to serve as a central source of consumer information for the general public of North Carolina, provide program and technical assistance to CPS advocates and program administrators, and coordinate and monitor State-of-NC-sponsored CPS training activities and programs.
- Direct project to manage editorial content and maintain the web site for the National Child Passenger Safety Board.
- Directed project to collect, compile, and analyze data collected through statewide safety belt observational surveys.
- Direct projects responsible for collecting, compiling, and/or analyzing data collected through statewide or local child restraint observational surveys.
- Chair of the NC Child Passenger Safety Training Committee which sets and implements policies and procedures to be followed for all CPS training programs sponsored in whole or in part by the State of North Carolina.
- Direct and/or provide technical consulting assistance to projects that measure child restraint and safety belt use of North Carolina Child, youth, and adults through observational surveys.
- Serve as a primary source of child passenger safety and safety belt technical information for parents, educators, and health care providers through an in-state toll-free phone line and Internet web site.
- Conduct child passenger safety technical training and certification workshops in North Carolina. Nationally certified Child Passenger Safety Technician and Technician Instructor.
- Monitor and analyze North Carolina motor vehicle crash data, and maintain familiarity with motor vehicle crash data maintained by the National Highway Traffic Safety Administration, in a continuing effort to evaluate the impact of the NC Child Passenger Safety law and the effectiveness of child restraint systems.
- Coordinate with other state and federal agencies to develop and disseminate seat belt and child passenger safety related information and materials through printed materials and the Internet.
- Provide information and testimony related to the North Carolina occupant restraint laws, seat belts on school buses, and safe mobile home transportation to North Carolina legislative committees and governmental bodies.

Johnny Humphreys

Safe Riders Program Manager

Department of State Health Services Safe Riders

CPS instructor # I0035

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Safe Riders web site: www.dshs.state.tx.us/saferiders

Education: Degree/Major	Institution	Year
BFA / Communication Graphics	Texas Christian University	1987

Johnny Humphreys serves as manager for the Texas Dept. of State Health Services Safe Riders Program, the lead child passenger safety (CPS) program for the State of Texas. He has conducted CPS interventions in Texas for the last 11 years, including a statewide child seat distribution program, technician training and community checkups. He is one of two designated CPS training contacts for Texas. He coordinates a state CPS Advisory Committee. He has served on the nationally sponsored State CPS Task Force and a state OP Assessment Team. He has led or assisted in 46 standardized CPS technician workshops and over 200 shorter trainings and presentations. During the 1990s he developed and operated a statewide bicycle helmet program.

Prior to his service with Safe Riders, he served as public information officer for the Fort Worth/Tarrant County Health Department for five years. In that position he managed media relations and both internal and external communications for a major metropolitan public health department. He served as Community Relations Director for a local chapter of Big Brothers/Big Sisters for two years. He served as a social worker for the Texas Dept. of Human Services for 10 years. During that time, he worked as a volunteer following hurricane disasters on the Texas coast for two consecutive years.

He graduated from Texas Christian University with a bachelor's degree in Communication Graphics. Johnny and his wife Margaret have been married for 34 years. They have three sons.

LORRIE WALKER
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Deerfield Beach, FL 33441
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PROFESSIONAL EXPERIENCE

8/04- Present **NATIONAL SAFE KIDS**, Washington, DC

Manager, Training and Technical Advisor, SAFE KIDS BUCKLE UP

- *Partners with Children's National Medical Center to promote injury prevention through public information and education*
- Provides technical review and guidance on issues related to childhood injury prevention specific to motor vehicles
- Develops and manages national training program
- Serves on National Child Passenger Safety Board as Chair of the Curriculum Committee
 - Coordinates curriculum revision
 - Coordinates field testing
 - Liaison to NHTSA and consultant relative to curriculum development
- Develops and field tests materials for 300+ Coalition and 300+ Chapter use
- Develops employee and community education pilots for sponsor organizations

10/99- 8/04 **FLORIDA ATLANTIC UNIVERSITY**, Boca Raton, FL
Christine E Lynn College of Nursing

Director, Florida Traffic Safety Resource Center

Assistant Professor of Research, Christine E Lynn College of Nursing

- Longstanding relationship with child restraint, safety belt and vehicle manufacturers
- National resource in initiatives such as National Child Passenger Safety Board; editorial Board of Safe Ride News
- Knowledgeable in areas of safety belts, airbags, bicycles, school buses, child restraints, children with special health care needs, teen drivers, teen passengers, pedestrians, juveniles involved with DUI, alcohol and other drug impairments, older drivers
- Instructor Mentor; Developed protocols to recruit and train new Instructors and Technicians
- Manage 2-3 grant-funded programs annually. Develop and execute quarterly Regional Technical Updates (new products, technology, protocols, regulations, laws, etc) strategically located throughout the State to update knowledge/skills, provide opportunities for re-certification and foster regional networking and cross-training
- Develop and manage multi-cultural, diverse staff in central and up to 6 satellite offices to provide seamless Statewide, training, mentoring, grassroots development
- Assure regulatory compliance with State of Florida and State University Systems (different fiscal years, rules and protocols)
- Assess, eliminate or reduce duplication of service, training, technical information
- Provide quarterly materials review to respond to and accommodate rapid technological changes; obtain/develop data driven, current, accurate, culturally sensitive materials; establish and maintain toll-free telephone line, database and website

- Translate technical information such as instructions and regulations obtained from manufacturers and government
- Build cooperative partnerships and teams among existing and potential networks

6/86-9/99

AMERICAN ACADEMY OF PEDIATRICS, PA CHAPTER, Bryn Mawr, PA

Administrator, PA Traffic Injury Prevention Project

- Directed Statewide grant-funded program initially charged with providing child restraint information only into a comprehensive, nationally recognized, fully comprehensive traffic safety program
- Coordinated Statewide traffic safety public information and education program in conjunction with State Department of Transportation
- Recruited, trained and developed new technicians, instructors
- Coordinated Statewide activities Buckle Up America, National Child Passenger Safety Week, 3-D Month, SAFE KIDS WEEK, Judges Love Kids, Too!
- Data collection activities for statewide safety belt use rates
- Coordinated activities in main office and 3 satellite offices to provide comprehensive education, training and programming throughout the State
- Coordinated Governor's Highway Safety Conference workshops
- Developed, reviewed and distributed technically accurate, data driven, current materials
- Developed specialties in safety belt use/nonuse, child restraints, school buses, airbags, teen drivers, teen passengers, juvenile DUI, bicycles
- Developed a cooperative initiative with PA MADD, PA Liquor Control Board and American Academy of Pediatrics to develop an underage "drinking, driving, passenger" initiative for teens and parents
- Traffic safety expert, State Child Fatality Review Board, where all child deaths (birth to age 20) were evaluated for preventability; education campaigns developed in direct response to data driven information

6/81-6/86

CATHEDRAL VILLAGE, Philadelphia, PA

Director of Development and Training (6/85-6/86)

Director of Supportive Services (6/81-6/85)

Cathedral Village is a continuing care community for older adults. Responsibilities included: staff and resident development through continuing education, training, family education

11/78- 2/80

MONTGOMERY COUNTY, Norristown, PA

Mental Health, Mental Retardation, Drug and Alcohol Department

Residential Case Manager

Developed and implemented residential/habilitation plans for institutionalized, mentally retarded children and adults under Federal court order to move from State facility into the community